DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

A21EA
Revision No. 49
Bombardier Inc.

CL-600-1A11 (600)
CL-600-2A12 (601)
CL-600-2B16 (601-3A Variant)
CL-600-2B16 (601-3R Variant)
CL-600-2B16 (604 Variant)
CL-600-2B19 (Regional Jet Series 100 & 440)*
CL-600-2C10 (Regional Jet Series 700, 701 & 702)*
CL-600-2C11 (Regional Jet Series 550)*
CL-600-2D15 (Regional Jet Series 705)*
CL-600-2D24 (Regional Jet Series 900)*
CL-600-2E25 (Regional Jet Series 1000)*

* Administratively transferred to TCDS A21EA-1 Revision No. IR on November 26, 2019 (See Note 17)

November 26, 2019

TYPE CERTIFICATE DATA SHEET NO. A21EA

This data sheet, which is part of Type Certificate No. A21EA prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Bombardier Inc.
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Montreal, Quebec, Canada
H3B1Y8

I - Model CL-600-1A11 (600) (Transport Category), Approved November 7, 1980, by the FAA and August 10, 1980, by the Canadian Department of Transport (DOT).

Engines: Two AVCO Lycoming ALF-502L or ALF-502L-2

Fuel

Type	Specifications				
	Canada	U.S.A.	U.K.	China	Russia/Ukraine
Jet A	CAN2-3.23	ASTM D1655	-	-	-
Jet A-1	CAN2-3.23	ASTM D1655	DEF STAN 91-91	No. 3 Jet	TS-1* or RT
Grade JP-5	-	MIL-DTL-5624	DEF STAN 91-86	-	-
Grade JP-8	-	MIL-DTL-83133	DEF STAN 91-87	-	-
Jet B	CAN2-3.22	ASTM D6615	D. Eng. RD2486	-	-
JP-4	CAN2-3.22	MIL-DTL-5624	D. Eng. RD2454	-	-

Jet A and Jet A-1 fuels must contain an approved anti-icing additive unless Canadair Modification Summary 600-702 and Lycoming Service Bulletin ALF-502-79-0007 are incorporated.
*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

Oil: Engine, APU, Generator Adapter:
MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or other approved oils as identified in the Maintenance Manual (refer to Approved publications).

Engine Limits

	SL Static Thrust (lb.)	Compressor RPM		Interturbine Temperature		
		LP %N1	HP %N2	°C	°F	Time Limit
Max. Takeoff	7500	96.0	98.2	904	1660	5 minutes

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	Max. Continuous	7100	96.0	96.4	877	1610	-
	Starting Maximum				823	1513	10 seconds above 793°C (1460°F)

Oil Temperature

	°C	°F
Maximum Permissible	143	290
Transient*	170	338

*Permitted during power reduction. Normal temperature must be achieved within two minutes of achieving steady state operation.

Oil Pressure

Maximum	Sea Level	120 p.s.i.
Minimum	At steady state low or high idle	30 p.s.i.

APU Limits

Maximum RPM	110%	
Maximum EGT:	°C	°F
Starting (10 seconds)	974	1785
Running	732	1349

Airspeed Limits (CAS) (See NOTE 1)

		m.p.h.	Knots	Mach
V_{mo} and M_{mo} (maximum operating)				
Sea level to 10000 ft.		345	300	-
above 10000 ft.		368	320	0.79
V_{fe} (Flaps extended)	20°	265	230	-
	30°	226	196	-
	45°	193	168	-
V_a (maneuvering)				
(See AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing Gear Operation)		225	196	-
V_{1e} (Landing Gear Extended)		288	250	-

C.G. Range (See NOTE 1)

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 31300	16% (+502.848)	- - -
36500	18% (+504.701)	28% (+513.965)
25800	- - -	33% (+518.598)
24000	- - -	33% (+518.598)

Straight line variation between points given.

Datum: Fuselage station 0, located 375 inches forward of weighing datum jig point

Mean Aerodynamic Chord (MAC): 92.644 in. (Leading edge of MAC from datum at +488.025 in.)

Leveling Means: Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.

Maximum Weights (See NOTE 1)

	lb. *
Ramp	36500
Takeoff	36000
Landing	30500
Zero Fuel	25800
Minimum flight weight	24000

*Certain aircraft are eligible for operation at an increased weight. See AFM as in approved publications.

Minimum Crew: Two (Pilot and Co-pilot)

Maximum Occupants (See NOTE 1): Twenty-one (includes crew)

Fuel Capacity	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom.Arm-in.

	2 main tanks (each)	732.5	611.3	2259.1	4981	(+506.5)
	1 center tank	751	625.8	2316.1	5107	(+457.5)
	Total	2216	1848.4	6834.3	15069	- - -
	Usable					
	2 main tanks (each)	725	605	2236	4930	(+506.5)
	1 center tank	750	625	2313	5100	(+457.5)
	Total	2200	1835	6785	14960	- - -
	See NOTE 1(b) for system fuel.					
Oil Capacity		U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom.Arm-in.
	2-engines (each)	3.69	3.07	12.88	28.4	(+623)
	Total	7.38	6.14	25.76	56.8	(+623)
	Usable					
	2-engines (each)	1.94	1.61	6.76	14.9	(+623)
	Total	3.87	3.22	13.52	29.8	(+623)
	See NOTE 1(c) for system oil.					
	APU					
	Usable	.408	.340	1.43	3.144	(+675)
	Total	.714	.594	2.49	5.5	(+675)
	Unusable	.306	.254	1.06	2.356	(+675)

Maximum Operating Altitude (See NOTE 1)	Takeoff and landing:	5000 ft.		
	En route:	40000 ft. 41000 ft. with Canadair Limited Modification Summaries 600-1923 and 600-8330 incorporated		
Control Surface Movements	Rudder	20° (+1.0°, -0.5°) Left	20° (+1.0°, -0.5°) Right	
	Elevator	23.6° (+ or - 1.0°) Up	18.4° (+ or - 1.0°) Down	
	Horizontal Stabilizer	0° (+0.5° or -0.25°)LE Up	-9° (+ or - 0.5°) LE Down	
	Aileron	20.8° (+ or - 1.0°) Up	21.3° (+ or - 1.0°) Down	
	Flap – Inboard		0° - 45° (+ or - 1.0°) Down	
	Flap – Outboard		0° - 46.7° (+ or - 1.0°) Down	
	Flight Spoiler	0° - 40°(+3°, -0°)Up		
Serial Numbers Eligible	1002, 1004 and subsequent			
Service Information	Service Bulletins, structural repair manuals, and aircraft flight manuals which contain a statement that the document is Transport Canada approved or Transport Canada approved through the Manufacturers Design Approval Representative are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.			

II - Model CL-600-2A12 (601) (Transport Category), Approved March 11, 1983, by the FAA and February 25, 1983, by the Canadian Department of Transport (DOT).

Engines: Two General Electric CF-34-1A or *

Fuel

Type	Specifications				
	Canada	U.S.A.	U.K.	China	Russia/Ukraine
Jet A	CAN2-3.23	ASTM D1655	-	-	-
Jet A-1	CAN2-3.23	ASTM D1655	DEF STAN 91-91	No. 3 Jet	TS-1* or RT
Grade JP-5	-	MIL-DTL-5624	DEF STAN 91-86	-	-
Grade JP-8	-	MIL-DTL-83133	DEF STAN 91-87	-	-
Jet B	CAN2-3.22	ASTM D6615	D. Eng. RD2486	-	-

JP-4	CAN2-3.22	MIL-DTL-5624	D. Eng. RD2454	-	-

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

Oil

Engine, APU, Generator Adapter:
MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or other approved oils as identified in the Maintenance Manual (refer to Approved Publications).

Engine Limits

	SL Static Thrust (lb.)	Compressor RPM LP %N1	Compressor RPM HP %N2	Interturbine Temperature** °C	Interturbine Temperature** °F	Time Limit
Max. takeoff	9140	98.6	99.4	857	1575	5 minutes
Normal takeoff	8650	96.2	98.3	842	1548	5 minutes
Max. continuous	8920	98.6	99.2	838	1540	
Idle range			62.9-64.0			
Min. Idle in icing conditions			64.0			
Transient:						
Max. takeoff				886	1627	2 minutes
Normal takeoff				864	1587	2 minutes
Start/relight				930	1706	16 seconds
				889	1632	50 seconds

* One - General Electric CF-34-3A and one CF-34-3A2 or
One - General Electric CF-34-1A and one CF-34-3A or
One - General Electric CF-34-1A and one CF-34-3A2 or
Two - General Electric CF-34-3A or
Two - General Electric CF-34-3A2
Aircraft with two CF34-3A or CF34-3A2 engines installed, improved performance is not available until Canadair Service Bulletin 601-0238 - Modification - Engines - Use of 3A engines at 3A power settings, is incorporated.

**See AFM as listed in Approved Publications for CF-34-3A and CF-34-3A2 engines ITT limits.

NOTE

1. Above 40000 feet, engine anti-ice bleed or air conditioning unit must be selected ON for each engine.
2. Engine Limits with APR Operating are only applicable to Outside Air Temperatures of - 4°F (- 20°C) and above.

Oil Temperature

	°C	°F
Maximum Permissible (15 minutes Maximum)	+163	325
Maximum for Single Engine Climb (60 minutes maximum)	+155	311
Maximum Continuous	+150	302
Minimum for Starting	-40	-40

Oil Pressure

Maximum Transient Cold Start	100 psi	(Six minutes maximum)
Maximum Continuous	95 psi	
Minimum at Steady State Idle	25 psi	
Minimum at Takeoff (power):	40 psi	

APU Limits

Maximum RPM	110%		
Maximum EGT:	°C	°F	
Starting (10 seconds)	974	1785	
Running	732	1350	

Airspeed Limits (CAS)

V_{mo} and M_{mo} (maximum operating)		m.p.h.	Knots	Mach
Sea level to 10000 ft.		345	300	-
10000 ft. to 21420 ft.		420	365	-
21420 ft. to 25740 ft.		-	-	0.80
25740 ft. to 28640 ft.		385	335	-
above 28640 ft.		-	-	0.85
V_{fe} (Flaps extended)	20°	265	230	-
	30°	226	196	-

	45°	215	187	-
V_a (maneuvering)				
(See AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing Gear Operation)		226	196	-
V_{1e} (Landing Gear Extended)		288	250	-

C.G. Range (See NOTE 1)

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
25000 to 42250	16% (+502.848)	- - -
42250	- - -	30% (+515.818)
31000	- - -	35% (+520.450)
25000	- - -	35% (+520.450)

Straight line variation between points given.

Datum: Fuselage station 0, located 375 inches forward of weighing datum jig point.

Mean Aerodynamic Chord (MAC): 92.644 in. (Leading edge of MAC from datum at +488.025 in.)

Leveling Means: Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.

Maximum Weights (See NOTE 1)

	lb. *
Ramp	42250
Takeoff	42100
Landing	36000
Zero Fuel	29500
Minimum flight weight	25000

*Certain aircraft are eligible for operation at an increased weight. See AFM as in approved publications.

Minimum Crew: Two (Pilot and Co-pilot)

Maximum Occupants (See NOTE 1): Twenty-two (includes crew).

Fuel Capacity

	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom.Arm-in.
2 main tanks (each)	721	600.4	2224	4903	(+506.6)
Auxiliary Tanks	1012	842.7	3121	6882	(+455.6)
Total	2454	2043.4	7569	16688	- - -
Usable					
2 main tanks (each)	720	600	2221	4896	(+506.6)
Auxiliary Tanks	1011	842	3118	6875	(+455.6)
Total	2451	2042	7560	16667	- - -

See NOTE 1(b) for system fuel.

Oil Capacity

	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom.Arm-in.
2-engines (each)	1.70	1.42	6.21	13.7	(+645.4)
Total	3.40	2.83	12.42	27.4	(+645.4)
Usable					
2-engines (each)	1.38	1.14	5.04	11.11	(+645.4)
Total	2.75	2.29	10.08	22.22	(+645.4)

See NOTE 1(c) for system oil.

APU					
Usable	.408	.340	1.43	3.144	(+646.0)
Total	.714	.594	2.49	5.5	(+646.0)
Unusable	.306	.254	1.06	2.356	(+646.0)

Maximum Operating Altitude	Takeoff and landing:		10000 ft.	
	En route:		41000 ft.	
Control Surface Movements	Rudder		25° (+1.0°, -0.5°) Left	25° (+1.0°, -.5°) Right
	Elevator		23.6° (+ or - 1.0°) Up	18.4° (+ or - 1.0°) Down
	Horizontal Stabilizer		0° (+0.5° or -0.25°) LE Up	-9° (+ or - 0.5°) LE Down
	Aileron		20.8° (+ or - 1.0 °) Up	21.3° (+ or - 1.0°) Down
	Flap	– Inboard		0° - 45° (+ or - 1°) Down
		– Outboard		0° - 46.7° (+ or - 1°) Down
	Flight Spoiler		0° - 40° (+3°, -0°) Up	

Serial Numbers Eligible: 1003, 3001, and subsequent

Service Information: Service Bulletins, structural repair manuals, and aircraft flight manuals which contain a statement that the document is Transport Canada approved or Transport Canada approved through the Manufacturers Design Approval Representative are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

III - Model CL-600-2B16 (Transport Category), Approved April 30, 1987, by the FAA and April 21, 1987, by the Canadian Department of Transport (DOT).

Engines

(601-3A Variant) Two General Electric CF-34-3A or CF-34-3A2 or
One General Electric CF-34-3A and one CF-34-3A2

(601-3R Variant) Two General Electric CF-34-3A1 (Serial Number 5135 and subsequent) Approved by the FAA 15 July 1995.

(604 Variant) Two General Electric CF 34-3B (Serial Number 5301 and subsequent) Approved by the FAA 31 May 1995.

Fuel

Type	Specifications				
	Canada	U.S.A.	U.K.	China	Russia/Ukraine
Jet A	CAN2-3.23	ASTM D1655	-	-	-
Jet A-1	CAN2-3.23	ASTM D1655	DEF STAN 91-91	No. 3 Jet	TS-1* or RT
Grade JP-5	-	MIL-DTL-5624	DEF STAN 91-86	-	-
Grade JP-8	-	MIL-DTL-83133	DEF STAN 91-87	-	-
Jet B	CAN2-3.22	ASTM D6615	D. Eng. RD2486	-	-
JP-4	CAN2-3.22	MIL-DTL-5624	D. Eng. RD2454	-	-

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

Oil

Engine, APU, Generator Adapter:
MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or other approved oils as identified in the Maintenance Manual (refer to Approved publications).

601-3A & 3R Variants

Engine Limits

	SL Static Thrust (lb.)	Compressor RPM		Interturbine Temp.**		
		LP %N1	HP %N2	°C	°F	Time Limit
Max. takeoff	9140	98.6	99.4	871	1600	5 minutes
Normal takeoff	8650	96.2	98.3	856	1573	5 minutes
Max. continuous	8920	98.6	99.2	860	1580	
Idle range			62.9-64.0			
Min. Idle in icing conditions			64.0			
Transient:						
Max. takeoff				900	1652	2 minutes
Normal takeoff				878	1612	2 minutes
Start/relight				930	1706	16 seconds

	903	1657	50 seconds

** See AFM as listed in Approved Publications for CF-34-3A and CF-34-3A2 engines ITT limits.

NOTE

1. Above 40000 feet, engine anti-ice bleed or air conditioning unit must be selected ON for each engine.

2. Engine Limits with APR Operating are only applicable to Outside Air Temperatures of -4°F (-20°C) and above.

Oil Temperature

	°C	°F
Maximum Permissible (15 minutes Maximum):	+163	325
Maximum for Single Engine Climb (60 minutes maximum):	+155	311
Maximum Continuous:	+150	302
Minimum for Starting:	-40	-40

Oil Pressure

Maximum Transient Cold Start:	100 psi	(6 min. maximum)
Maximum Continuous:	95 psi	
Minimum at Steady State Idle:	25 psi	
Minimum at Takeoff (power):	40 psi	

APU Limits

Maximum RPM	110%	
Maximum EGT:	°C	°F
Starting (10 seconds)	974	1785
Running	731	1348

Airspeed Limits (CAS)

V_{mo} and M_{mo} (maximum operating)		m.p.h.	Knots	Mach
Sea level to 10000 ft.		346	301	-
10000 ft. to 21330 ft.		414	360	-
21330 ft. to 25640 ft.		-	-	0.79
25640 ft. to 28720 ft.		380	330	-
above 28720 ft.		-	-	0.835
V_{fe} (Flaps extended)	20°	267	232	-
	30°	228	198	-
	45°	218	190	-
V_a (maneuvering)				
(See AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing Gear Operation)		226	197	-
V_{1e} (Landing Gear Extended)		288	250	-

C.G. Range (See NOTE 1)

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
25000 to 42250	16% (+502.848)	- - -
43250	- - -	30% (+515.818)
31000	- - -	35% (+520.450)
25000	- - -	35% (+520.450)

Straight line variation between points given.

Datum

Fuselage station 0, located 375 inches forward of weighing datum jig point

Mean Aerodynamic Chord (MAC)

92.644 in. (Leading edge of MAC from datum at +488.025 in.)

Leveling Means

Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.

Maximum Weights (See NOTE 1)

	lb. *
Ramp	43250
Takeoff	43100
Landing	36000
Zero Fuel	29500
Minimum	25000

*Certain aircraft are eligible for operation at different weights. See AFM as in approved publications. 601-3R Variant for aircraft S/N 5135 and subsequent.

Minimum Crew — Two (Pilot and Co-pilot)

Maximum Occupants — Twenty-two (includes crew).

604 Variant

Engine Limits

CF34-3B	SL Static Thrust (lb.)	Compressor RPM LP %N1	Compressor RPM HP %N2	Interturbine Temp. °C	Interturbine Temp. °F	Time Limit
Max. takeoff	9220	98.6	99.4	899	1650	5 minutes
Normal takeoff	8729	96.2	98.3	884	1623	5 minutes
Max. continuous	9140	98.6	99.2	899	1650	
Idle range			62.9-64.0			
Min. Idle in icing conditions			64.0			
Transient:						
Max. Takeoff				928	1702	2 minutes
Normal Takeoff				906	1663	2 minutes
Start/relight				930	1706	16 seconds
				903	1657	50 seconds

NOTE

1. Above 40000 feet, engine anti-ice bleed or air conditioning unit must be selected ON for each engine.

2. Engine Limits with APR Operating are only applicable to Outside Air Temperatures of -4°F (-20°C) and above.

Oil Temperature

	°C	°F
Maximum Permissible (15 minutes Maximum):	+163	325
Maximum for Single Engine Climb (60 minutes maximum):	+155	311
Maximum Continuous:	+150	302
Minimum for Starting:	-40	-40

Oil Pressure

Maximum Transient Cold Start:	115 psi	(10 min. maximum)
Maximum Continuous:	95 psi	
Minimum at Steady State Idle:	25 psi	
Minimum at Takeoff (power):	45 psi	

APU Limits

Maximum RPM	110%	
Maximum EGT:	°C	°F
Starting (10 seconds)	974	1785
Running	731	1348

Airspeed Limits (CAS)

V_{mo} and M_{mo} (maximum operating)		m.p.h.	Knots	Mach
Sea level to 8000 ft.		345	300	-
8000 ft. to 22160 ft.		400	348	-
22160 ft. to 26570 ft.		-	-	0.78
26570 ft. to 30997 ft.		366	318	-
above 30997 ft.		-	-	0.85
V_{fe} (Flaps extended)	20°	266	231	-
	30°	227	197	-
	45°	217	189	-
V_a (maneuvering)				
(See AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing gear operation)		227	197	-

	V_{1e} (Landing gear extended)	288	250	-

C.G. Range (See NOTE 1)

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
26000 to 38000	20% (+506.553)	- - -
39500 to 44750	16% (+502.847)	- - -
47700	20% (+506.553)	- - -
47700 to 43000	- - -	38% (+523.228)
38000 to 26000	- - -	35% (+520.449)

Straight line variation between points given.

Datum: Fuselage station 0, located 375 inches forward of weighing datum jig point.

Mean Aerodynamic Chord (MAC): 92.644 in. (Leading edge of MAC from datum at +488.025 in.)

Leveling Means: Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.

Maximum Weights (See NOTE 1)

	lb. *
Ramp	47700
Takeoff	47600
Landing	38000
Zero Fuel	32000
Minimum	26000

*Certain aircraft are eligible for operation at different weights. See AFM as in approved publications. 601-3R Variant for aircraft S/N 5135 and subsequent

Minimum Crew: Two (Pilot and Co-pilot)

Maximum Occupants: Twenty-two (includes crew).

601-3A Variant

Fuel Capacity

	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom. Arm-in.
Usable					
2 main tanks (each)	727	605	2227	4909	(+506.6)
Fuselage tanks	1017	847	3115	6868	(+455.6)
Total	2472	2059	7569	16686	

See NOTE 1(b) for system fuel.

601-3R Variant

Fuel Capacity

	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom. Arm-in.
Usable					
2 main tanks (each)	727	605	2227	4909	(+506.6)
Fuselage tanks	1010	841	3115	6868	(+455.6)
Tail tank	187.7	156.24	579	1276	(+816.7)
Total	2651.7	2207.24	8148	17962	

See NOTE 1(b) for system fuel.

604 Variant

Fuel Capacity

	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom. Arm-in.
Usable					
2 main tanks (each)	720	600	2205	4860	(+506.6)
Auxiliary tank	1062	884	3251	7168	(+450.6)
Tail tank	461	384	1411	3112	(+771.7)
Total	2963	2467	9072	20000	

See NOTE 1(b) for system fuel.

Oil Capacity

601-3A Variant*	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom. Arm-in.
2-engines (each)	1.70	1.42	5.94	13.09	(+653.0)
Total	3.40	2.83	11.88	26.18	(+653.0)
Usable					
2-engines (each)	1.38	1.14	4.80	10.59	(+653.0)
Total	2.75	2.29	9.60	21.18	(+653.0)

See NOTE 1(c) for system oil.

	APU					
	Usable	.408	.340	1.43	3.144	(+646.0)
	Total	.714	.594	2.49	5.5	(+646.0)
	Unusable	.306	.254	1.06	2.356	(+646.0)

*601-3R Variant & 604 Variant - same as 601-3A, except as listed in the AFM approved publication.

Maximum Operating Altitude	Takeoff and landing:	10000 ft.
	En route:	41000 ft.

Control Surface Movements	Rudder		25° (+1°, -0.5°) Left	25° (+1° or -0.5°) Right
	Elevator		23.6° (+ or - 1.0°) Up	18.4° (+ or - 1.0°) Down
	Horizontal Stabilizer		0° (+ or - 0.3°) LE Up	-9° (+ or - 0.3°) LE Down
	Aileron		20.8° (+ or - 1°) Up	21.3° (+ or - 1°) Down
	Flap	– Inboard		0° - 45° (+ or - 1°) Down
		– Outboard		0° - 46.7° (+ or - 1°) Down
	Flight Spoiler		0° - 40° (+3°, -0°) Up	

Serial Numbers Eligible: 5001 and subsequent

Service Information: Service Bulletins, structural repair manuals, and aircraft flight manuals which contain a statement that the document is Transport Canada approved or Transport Canada approved through the Manufacturers Design Approval Representative are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

Data Pertinent to all Models

Approved Publications

Model CL-600-1A11 (600)

(a) Airplane Flight Manual, Canadair Publication RAG-600-101, Issue 2 (PSP 600 (U.S.) FAA, and PSP 600-1 (U.S.) for the appropriate configuration, (See NOTE 1) and approved revisions.
(b) Drawing List, Canadair Publication RAL-600-105, and later approved revisions.

Model CL-600-2A12 (601)

(a) Airplane Flight Manual, Canadair Publication PSP 601-1A, PSP 601-1A-1, PSP 601-1B and PSP 601-1B-1 for the appropriate weight configuration, (See NOTE 1) and approved revisions.
(b) Drawing List, Canadair Publication RAL-601-105, and later approved revisions.

Model CL-600-2B16 (601-3A, 601-3R, & 604 Variants (from S/N 5301 to 5699))

(a) Airplane Flight Manual, Canadair Publication PSP 601A-1, PSP 601A-1-1 and PSP 604-1 for the appropriate weight configuration, (See NOTE 1) and approved revisions.
(b) Drawing List, Canadair Publication RAL-601A-105 (3A & 3R Variants) and RAL-604-0001 (604 Variant), and later approved revisions.

Model CL-600-2B16 (604 Variant (from S/N 5701 to 5990))

(a) Airplane Flight Manual, Canadair Publication PSP 605-1 for the appropriate weight configuration, (See NOTE 1&9) and approved revisions.
(b) Drawing List, Canadair Publication RAL-604-0001 (604 Variant), and later approved revisions.

Model CL-600-2B16 (604 Variant (from S/N 6050 & Subs))

(a) Airplane Flight Manual, Canadair Publication PSP 650-1 for the appropriate weight configuration, (See NOTE 1&14) and approved revisions.
(b) Drawing List, Canadair Publication RAL-604-0001 (604 Variant), and later approved revisions.

Import Eligibility: A U.S. Airworthiness Certificate may be issued on the basis of the Canadian Department of Transport "Certificate of Airworthiness for Export" signed by the Minister of Transport. This form must contain the following statement:

(a) Model CL-600-1A11 (600)
"This certificates that the aircraft described below has been manufactured in conformity with data forming the basis for the DOT Aircraft Type Approval No. A-131, as modified by Drawing List, Canadair Publication RAL-600-105, and later approved revisions (FAA Type Certificate No. A21EA)".

(b) Model CL-600-2A12 (601)
"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the DOT Aircraft Type Approval No. A-131 as modified by Drawing List, Canadair Publication RAL-601-105, and later approved revisions (FAA Type Certificate No. A21EA)".

(c) Model CL-600-2B16 (601-3A & 3R Variants)
"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the DOT Aircraft Type Approval No. A-131 as modified by Drawing List, Canadair Publication RAL-601A-105 and later approved revisions (FAA Type Certificate No. A21EA)".

Model CL-600-2B16 (604 Variant)
"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the DOT Aircraft Type Approval No. A-131 as modified by Drawing List, Canadair Publication RAL-604-0001 and later approved revisions (FAA Type Certificate No. A21EA)".

Certification Basis

Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A & 3R Variants)
FAR Part 25 dated February 1, 1965, including Amendments 25-1 through 25-37, plus
FARs 25.675(a), 25.685(a), 25.733(c), 25.775(e), 25.787(c), 25.815, 25.841(b), 25.951(a), 25.979(d) and (e), 25.1041, 25.1143(e), 25.1303(a), 25.1322, 25.1385(c), 25.1557(b), 25.1583(a), of Amendment 25-38;
FARs 25.901(b) and (c), 25.903(c) and (e), 25.933(a), 25.943, 25.959, 25.1091(a) and (d), 25.1145(c), 25.1199(b) and (c), 25.1207, 25.1549, 25.1585(a)(9) of Amendment 25-40; and
FAR 25.1309 of Amendment 25-41;
FAR 25.1353(c) of Amendment 25-42;
FAR's25.571 and 25.629(d)(4) (v) of Amendment 25-45;
FARs 25.351 and 25.603 of Amendment 25-46.

Model CL-600-2B16 (604 Variant)
FAR Part 25 dated February 1, 1965, including Amendments 25-1 through 25-78 with the following exceptions:
FAR Part 25 at Amendments 25-1 through Amendment 25-37 for paragraphs: 109, 149, 365, 561, 625, 701, 772, 783 (except 783(f)), 785 (except 785(g)), 789, 791, 801, 803, 807, 809, 811, 812, 813, 831, 853, 855, 857, 1307, 1359, 1415, & 1419;
FAR Part 25 at Amendment 25-37 for existing installations and Amendment 25-78 for new installations for paragraphs: 963, 965, 994, 997, and 1438;
FAR Part 25 at Amendment 25-38 for paragraphs 787 and 1439;
FAR Part 25 at Amendment 25-40 for paragraph 25.973;
FAR Part 25 at Amendment 25-37 for paragraph 25.109 (see Note 7);
FAR Part 25 at Amendment 25-44 for paragraph 25.1413;
FAR Part 25 at Amendment 25-54 for paragraph 851;
FAR Part 25 at Amendment 25-80 for paragraph 1316.
New FAR Part 25 requirements 562, 810, 819, 832, 858, 869, (a) & (b), 1421, 1423 and 1450 are not part of the certification basis.

Additional FAA Requirements

(a) Model CL-600-1A11 (600)
(1) FAR Part 36 dated December 1, 1969, as amended through Amendment 36-9 inclusive.
(2) SFAR 27 dated February 1, 1974, as amended through Amendment SFAR 27-2.
(3) Special Conditions:
- No. 25-94-EA-12 dated March 26, 1980, (FAA Docket No. 16921) and Amendment No. 1 dated September 11, 1981.
- No. 25-666-SC Non-Rechargeable Lithium Batteries, effective to design changes

applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

Date of application for Type Certificate August 3, 1976.
Type Certificate A21EA issued November 7, 1980.

(b) Model CL-600-2A12 (601)
(1) FAR Part 36 dated December 1, 1969, as amended through Amendments 36-9 inclusive.
(2) SFAR 27 dated February 1, 1974, as amended through Amendment SFAR 27-2.
(3) Special Conditions:
- No. 25-ANM-1 dated March 8, 1983.
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

Date of application for amendment to Type Certificate May 1, 1981.
Type Certificate A21EA amended March 11, 1983.

(c) Model CL-600-2B16 (601-3A & 3R Variants)
(1) FAR Part 36 dated December 1, 1969, as amended through Amendments 36-9 inclusive.
(2) SFAR 27 dated February 1, 1974, as amended through Amendment SFAR 27-2.
(3) Special Conditions:
- No. 25-ANM-1 dated March 8, 1983.
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

Date of application for amendment to Type Certificate March 3, 1986.
Type Certificate A21EA amended April 30, 1987.

(d) Model CL-600-2B16 (604 Variant)
(1) FAR Part 36 dated December 1, 1969, as amended through Amendments 36-20 inclusive.
(2) FAR Part 34 dated August 25, 1990 as amended through Amendment 34-1.
(3) Special Conditions:
- No. 25-ANM-109 dated October 31, 1995 (HIRF).
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

Date of application for Change to Type Design June 14, 1993.
Change to Type Design approved November 2, 1995.

Equivalent safety has been established for the following requirements:

(a) CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A & 3R Variants).
(1) FAR 25.773(b)(2) DV Window
(2) 25.955(a)(4) Blocked Flow Meter Fuel Flow Requirements
(3) FAR 25.201 Stall Determination

(b) CL-600-2B16 (604 Variant)
(1) FAR 25.955 (a)(4) Blocked Flow Meter Fuel Flow Requirements
(2) Several FAR's for the use of Reduced Minimum Operating Speed Factors
(3) FAR 25.125(a) Increased Flare Height, for Steep Approach Landing Ops. at London City

(c) CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A, 3R, & 604 Variant)
(1) Ditching provisions of 14 CFR 25.801
(2) Ice Protection of 14 CFR 25.1419

Equipment

The basic equipment as prescribed in the applicable airworthiness requirements (See Certification Basis) must be installed in the aircraft for certification.

Part 26 – Continued Airworthiness and Safety Improvements for Transport

Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A & 3R Variants)
Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate

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compliance with the applicable sections.

Exemption 9947
This exemption grants relief to Bombardier Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A & 3R Variants) from having to meet the airworthiness requirements of §§ 26.11, 26.33, 26.35, 26.43, 26.45, and 26.49.
(See Note 10 for a list of related operational requirements and associated considerations)

Model CL-600-2B16 (604 Variant)
Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Exemption 9947
This exemption grants relief to Bombardier Model CL-600-2B16 (604 Variant) from having to meet the airworthiness requirements of §§ 26.11, 26.33, 26.35, 26.43, 26.45, and 26.49.
(See Note 10 for a list of related operational requirements and associated considerations)

NOTE 1

This Aircraft Type Certificate Data Sheet defines a configuration which does not include passenger provision for the CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A, 3R & 604 Variants) models. Carriage of persons in the cabin is permitted when an approved seating arrangement and related required passenger provisions are incorporated.

(a) Current weight and balance report including the list of equipment included in the certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

(b) Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A, 3R & 604 Variants)
System fuel, which must be included in the empty weight, is the amount of fuel required to fill the system plumbing and tanks to the undrainable level plus unusable fuel in the fuel tanks. The total amount of "system fuel" for the following Challenger variants is:

Model:	Total Unusable (system fuel)
CL-600-1A11 (600), 2A12 (601)	16.0 gal. total, 109 lb., (arm +500.00)
CL-600-2B16 (601-3A & 3R Variants)	17.5 gal. total, 119 lb., (arm +524.80)
CL-600-2B16 (604 Variant)	19.0 gal. total, 129 lb., (arm +536.60)

(c) Model CL-600-1A11 (600)
System oil, which must be included in the empty weight, is the amount of oil necessary for engine lubrication. The total amount of "system oil" is as follows:
7.38 U.S. gal. (total) 56.8 lb., (arm +623)
Model CL-600-2A12 (601) and CL-600-2B16 (601-3A, 3R and 604 Variant)
System oil, which must be included in the empty weight, is the amount of oil necessary for engine lubrication. The total amount of "system oil" is as follows:
6.1 U.S. gal. (total), 47 lb., (arm +680.5)

(d) Model CL-600-1A11 (600)
Aircraft which incorporate Canadair Limited Modification Summaries:
1) 600-556 Modified main landing gear wheel,
2) 600-592 Modified main landing gear sidestay,
3) 600-1933 Revised airspeed limitation placard.

May be operated to the following limitations (eligible Serial Numbers 1002, 1004 through 1037):

Maximum Weight	lb.
Ramp	38650
Takeoff	38500
Landing	32500
Zero Fuel	28500

Maximum Occupants Twenty-two (includes crew)
C.G. Range

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 38650	16 % (+502.848)	- - -
38650	- - -	28% (+513.965)
25800	- - -	33% (+518.598)
24000	- - -	33% (+518.598)

Straight line variation between points given.

Maximum Operating Altitude

Takeoff and landing	10000 ft.	
En route	40000 ft.	
	41000 ft.	with Canadair Limited Modification Summaries 600-1923 & 600-8330 incorporated.

(e) Model CL-600-1A11 (600)

Aircraft which incorporate Canadair Limited Modification Summaries:

1) 600-594 Landing gear for 40400 lb. takeoff weight aircraft,
2) 600-616 Wheels and brakes for the 40400 lb. takeoff weight aircraft,
3) 600-643 Structural reinforcement at wing B.L. O rib,
4) 600-752 Modified anti-skid unit,
5) 600-817 Stall protection system computer for the 40400 lb. takeoff weight aircraft,
6) 600-8150 Placard for the 40400 lb. takeoff weight aircraft,
7) 600-760 Drop down passenger door-production improvement (required only on S/N 1024 & subsequent).

May be operated to the following limitations (eligible Serial Numbers 1002, 1004 and subsequent):

Maximum Weight	lb.
Ramp	40550
Takeoff	40400
Landing	36000
Zero fuel	28500

Maximum Occupants Twenty-two (includes crew)

C.G. Range (Aircraft without Canadair Modification Summary 600-8265 incorporated)

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 40550	16 % (+502.848)	-
40550	-	27% (+513.039)
38000	-	31% (+516.745)
31000	-	31% (+516.745)
27500	-	33% (+518.598)
24000	-	33% (+518.598)

Straight line variation between points given.

C.G. Range (Aircraft with Canadair Modification Summary 600-8265 incorporated)

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 40550	16 % (+502.848)	-
40550	-	27% (+513.039)
38000	-	31% (+516.745)
31000	-	31% (+516.745)
28500	-	35% (+520.450)
24000	-	33% (+520.450)

Straight line variation between points given.

Maximum Operating Altitude

Takeoff and landing	10000 ft.	
En route	40000 ft.	
	41000 ft.	with Canadair Modification Summaries 600-1923 & 600-8330 incorporated

(f) Model CL-600-1A11 (600)

Airspeed Limits (CAS)

Aircraft which, in addition to the Canadair Modification Summaries essential for operation at a maximum takeoff weight of 40400 lb., also incorporate the following Canadair Modification Summary:

1) 600-665 Revised Vmo/Mmo outputs of ADC and limitations placard may be operated at the following limitations:

Vmo and Mmo (maximum operating)	m.p.h.	Knots	Mach.
Sea level to 10000 feet	345	300	-
Above 10000 feet	420	365	0.835

Extension of the flight spoilers at airspeeds above Mach = 0.79 is not permitted unless the following additional Canadair Modification Summaries are incorporated:

1) 600-512 Prevention of spoiler asymmetry
2) 600-809 Dormant failure protection of the flight spoiler detent
3) 600-8212 Hydraulic pipe routing to suit spoiler detent mechanism.

(g) Model CL-600-1A11 (600)

Aircraft Serial Numbers 1086 and subsequent and aircraft incorporated the following:

1) Either
   a) Canadair Service Bulletin 600-0378 – Modification - Stall Protection System - Stall Strip Removal and Altitude Compensation

or b) Supplementary Type Certificate SA99NE - Wing Stall Strip Removed

and

2) Canadair Service Bulletin 600-0379 - Modification - Tires and Airspeed Limitation Placards – 41100 Pounds Takeoff Weight.

May be operated to the following limitations (eligible Serial Numbers 1002, 1004 and subsequent)

Maximum Weight	lb.
Ramp	41250
Takeoff	41100
Landing	36000
Zero fuel	28500

Maximum Occupants Twenty-two (includes crew).

C.G. Range Aircraft 1004, 1009, 1053 to 1056, 1066 and subsequent and Aircraft incorporating Canadair Service Bulletin 600-0221 or 600-0486

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 41250	16% (+502.848)	-
41250	-	26% (+512.112)
38000	-	31% (+516.745)
31000	-	31% (+516.745)
28500	-	35% (+520.450)
24000	-	35% (+520.450)

Straight line variation between points given.

C.G. Range (Other Aircraft)

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 41250	16% (+502.848)	-
41250	-	26% (+512.112)
38000	-	31% (+516.745)
31000	-	31% (+516.745)
27500	-	33% (+518.598)
24000	-	33% (+518.598)

Straight line variation between points given.

Maximum Operating Altitude

Takeoff and landing	10000 ft.
En route	41000 ft.

Airspeed Limits (CAS)

Vmo and Mmo (maximum operating)	m.p.h.	Knots	Mach.
Sea level to 10000 feet	345	300	-
Above 10000 feet	420	365	0.835

Extension of the flight spoilers at airspeeds above Mach = 0.80 is not permitted on Aircraft S/N 1005 to 1008, 1010 to 1052, 1057 to 1066 not incorporating Canadair Service Bulletin 600-0086 Modification - Spoilers - Ground Spoiler Activation and Flight Spoiler Detent Mechanism.

(h) Model CL-600-1A11 (600)

Aircraft incorporating the following Canadair Service Bulletins

a) 600-0350 Modification - Engine Speed Indicating- N1 Fan Speed Indicator
b) 600-0379 Modification - Tires and Airspeed Limitation Placards - 41100 lb. Takeoff Weight.
c) 600-0401 Modification - Winglets - Addition

With Aircraft Serial Numbers 1005 to 1008 and 1010 to 1051 incorporating the following additional Canadair Service Bulletins

either 600-0096 Modification - Nose Landing Gear Steering
or 600-0380 Modification - Nose Gear - Steer by Wire.

May be operated to the following limitations (eligible Serial Numbers 1002, 1004 and subsequent).

Maximum Weight	lb.
Ramp	41250
Takeoff	41100
Landing	36000
Zero Fuel	28500

Maximum Occupants Twenty-two (includes crew).

C.G. Range Aircraft 1004, 1009, 1053 to 1056, 1066 and Subsequent and Aircraft Incorporating Canadair Service Bulletin 600-0221 or 600-0486

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 41250	16% (+502.848)	-
41250	-	26% (+512.112)
38000	-	31% (+516.745)
31000	-	31% (+516.745)
28500	-	35% (+520.450)
24000	-	35% (+520.450)

Straight line variation between points given.

C.G. Range (Other Aircraft)

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 41250	16% (+502.848)	-
41250	-	26% (+512.112)
38000	-	31% (+516.745)
31000	-	31% (+516.745)
27500	-	33% (+518.598)
24000	-	33% (+518.598)

Straight line variation between points given.

Maximum Operating Altitude

Takeoff and landing	10000 ft.
En route	41000 ft.

Airspeed Limits (CAS)

Vmo and Mmo (maximum operating)	m.p.h.	Knots	Mach
Sea level to 10000 feet	345	300	-
10000 ft. to 21420 ft.	420	365	-
21420 ft. to 25740 ft.	-	-	0.79
25740 ft. to 28640 ft.	385	335	-
above 28640 ft.	-	-	0.835

Vfe (Flaps extended)

20°	265	230	
30°	226	196	
45°	215	187	

Extension of the flight spoilers at airspeeds above Mach = 0.79 is not permitted on Aircraft S/N 1005 to 1008, 1010 to 1052, 1057 to 1066 not incorporating Canadair Service Bulletin 600-0086 Modification - Spoilers - Ground Spoiler Activation and Flight Spoiler Detent Mechanism.

(i) Model CL-600-1A11 (600)

Aircraft incorporating the following Canadair Service Bulletins

a) 600-0350 Modification - Engine Speed Indicating- N_1 Fan Speed Indicator

b) 600-0446 Modification - Placard-41250 lb. Take-off Weight (Aircraft with Winglets).

c) 600-0401 Modification - Winglets - Addition

With Aircraft Serial Numbers 1005 to 1008 and 1010 to 1051 incorporating the following additional Canadair Service Bulletins

either 600-0096 Modification - Nose Landing Gear Steering

or 600-0380 Modification - Nose Gear - Steer by Wire.

May be operated to the following limitations (eligible Serial Numbers 1002, 1004 and subsequent).

Maximum Weight	lb.
Ramp	41400
Takeoff	41250
Landing	36000
Zero Fuel	28500

Maximum Occupants Twenty-two (includes crew).

C.G. Range Aircraft 1004, 1009, 1053 to 1056, 1066 and Subsequent and Aircraft Incorporating Canadair Service Bulletin 600-0221

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 41400	16% (+502.848)	-
41400	-	26% (+512.112)
38000	-	31% (+516.745)
31000	-	31% (+516.745)
28500	-	35% (+520.450)
24000	-	35% (+520.450)

Straight line variation between points given.

C.G. Range (Other Aircraft)

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
24000 to 41400	16% (+502.848)	-
41400	-	26% (+512.112)
38000	-	31% (+516.745)
31000	-	31% (+516.745)
27500	-	33% (+518.598)
24000	-	33% (+518.598)

Straight line variation between points given.

Maximum Operating Altitude

Takeoff and landing	10000 ft.
En route	41000 ft.

Airspeed Limits (CAS)

Vmo and Mmo (maximum operating)	m.p.h	Knots	Mach
Sea level to 10000 feet	345	300	-
10000 ft. to 21420 ft.	420	365	-
21420 ft. to 25740 ft.	-	-	0.79
25740 ft. to 28640 ft.	385	335	-
above 28640 ft.	-	-	-0.835

Vfe (Flaps extended)

20°	265	230
30°	226	196
45°	215	187

Extension of the flight spoilers at airspeeds above Mach = 0.79 is not permitted on Aircraft S/N 1005 to 1008, 1010 to 1052, 1057 to 1066 not incorporating Canadair Service Bulletin 600-0086 Modification – Spoilers - Ground Spoiler Activation and Flight Spoiler Detent Mechanism.

(j) Model CL-600-2A12 (601)

Aircraft Serial Numbers 3018 and subsequent and aircraft incorporating the following Canadair Service Bulletin 601-0032 - Modification - Tires and Airspeed Limitation Placards 43100 lb. Takeoff Weight may be operated to the following limitations (eligible Serial Numbers 1003, 3001 and subsequent)

Maximum Weight	lb.
Ramp	43250
Takeoff	43100

Maximum Occupants Twenty-two (includes crew).

C.G. Range

Weight, lb.	Forward Limit % MAC (Sta.)	Aft Limit % MAC (Sta.)
25000 to 43250	16% (+502.848)	-
43250	-	30% (+515.818)
31000	-	35% (+520.450)
25000	-	35% (+520.450)

Straight line variation between points given.

NOTE 2

Model CL-600-1A11 (600)

All placards must be installed in accordance with Canadair Limited Drawings: 600-40402, 600-40452, 600-51000, 600-51002, 600-51004

Model CL-600-2A12 (601)

All placards must be installed in accordance with Canadair Limited Drawings: 601-40402, 601-40452, 600-51000, 600-51002, 601-51004.

Model CL-600-2B16 (601-3A, 3R and 604 Variants)

All placards must be installed in accordance with Canadair Limited Drawings: 601-40402, 601-40452, 601A51000, 601A51002, 601A51004.(601-3A & 3R Variants) 601-40402, 601-40452 & 604-51000 (604 Variant)

NOTE 3

Model CL-600-1A11 (600)

The airplane life limits and repetitive inspections for components and equipment are listed in Canadair Time Limits/Maintenance Checks, PSP 605. These limitations may not be changed without FAA Engineering approval. This document with Canadair Maintenance Manual, PSP 602 and Job Inspection Card Manual PSP 622, NDT-612 contain all information essential for proper maintenance.

Model CL-600-2A12 (601)

The airplane life limits and repetitive inspections for components and equipment are listed in Canadair Time Limits/Maintenance Checks, PSP 601-5. These limitations may not be changed without FAA Engineering approval. This document with Canadair Maintenance Manual, PSP 601-2 and Job Inspection Card Manual PSP 601-22, NDT-612 contain all information essential for proper maintenance.

Model CL-600-2B16 (601-3A, 3R and 604 Variants)

The airplane life limits and repetitive inspections for components and equipment are listed as follows:

1. 601 3A and 3R Variants: Canadair Time Limits/Maintenance Checks, PSP 601A-5;
2. 604 Variant (s/n 5301 to 5699): Time Limits/Maintenance Checks, Identification No. CH 604 TLMC, Section 5-10;
3. 604 Variant (s/n 5701 to 5990): Time Limits/Maintenance Checks, Identification No. CH 605 TLMC, Section 5-10.
4. 604 Variant (s/n 6050 and subsequent): Time Limits/Maintenance Checks, Identification No. CH 650 TLMC, Section 5-10.

These limitations may not be changed without FAA Engineering approval. These documents and the associated Canadair Maintenance Manual:

1. 601 3A and 3R Variants: Aircraft Maintenance Manual PSP 601-2 Identification No. CH 601MM;
2. 604 Variant (s/n 5301 to 5699): Aircraft Maintenance Manual Identification No. CH 604 MM;
3. 604 Variant (s/n 5701 to 5990): Aircraft Maintenance Manual Identification No. CH 605 MM;
4. 604 Variant (s/n 6050 and subsequent): Aircraft Maintenance Manual Identification No. CH 650MM;

and/or Job Inspection Card Manuals PSP601A-22 (601-3A Variant) and/or PSP 601R-22 (601-3R Variant), PSP604-22 (604 Variant), NDT604-12 contain all information essential for proper maintenance.

NOTE 4 RESERVED

NOTE 5 RESERVED

NOTE 6 RESERVED

NOTE 7 Model Cl-600-2B16 (604 Variant)

The following additional requirements must be included with FAR 25.109 at Amendment 25-37:

1. Airplane Flight Manual information, in the form of guidance material, must be provided for supplementary operating procedures and performance information for operating on wet and contaminated runways.

2. The accelerate-stop distance and landing distance must be determined using the braking performance which is obtained with the brake conditions that are expected in service.

NOTE 8 RESERVED

NOTE 9 The Challenger 605 is a marketing designation for the Challenger CL-600-2B16 (604 Variant) with Modsums 604DX10000, 604DX20000 and 604DX30000 incorporated, beginning with aircraft s/n 5701 to s/n 5990. This designation is for marketing purposes only.

NOTE 10 This exemption does not grant relief from the related operational requirements contained in §§ 121.1109, 121.1111, 121.1117, 125.509, 129.109, 129.111 or 129.117. Should a person choose to operate a Bombardier Model CL-600-1A11 (600), CL-600-2A12 (601), CL-600-2B16 (601-3A Variant), CL-600-2B16 (601-3R Variant) or CL-600-2B16 (604 Variant) airplane under part 121, 125, or part 129 beyond the operational compliance deadlines as stated in §§ 121.1109, 121.1111, 121.1117, 125.509, 129.109, 129.111 or 129.117, that person will be required to comply with those operational requirements.

NOTE 11 RESERVED

NOTE 12 RESERVED

NOTE 13 RESERVED

NOTE 14 The Challenger 650 is a marketing designation for the Challenger CL-600-2B16 (604 Variant) beginning with aircraft s/n 6050 and subsequent. This designation is for marketing purposes only.

NOTE 15 RESERVED

NOTE 16 RESERVED

NOTE 17 The following models were previously recorded on Revision No. 48 of this TCDS A21EA and have been administratively transferred to TCDS A21EA-1 Revision No. IR on November 26, 2019 pursuant to 14 CFR § 21.47:

- CL-600-2B19 (Regional Jet Series 100 & 440)
- CL-600-2C10 (Regional Jet Series 700, 701 & 702)
- CL-600-2C11 (Regional Jet Series 550)
- CL-600-2D15 (Regional Jet Series 705)
- CL-600-2D24 (Regional Jet Series 900)
- CL-600-2E25 (Regional Jet Series 1000)

Existing manufactured Regional Jet Series aircraft have identification data plates which still refer to this FAA Type Certificate A21EA since the approved type design was recorded on this FAA Type Certificate A21EA at the time of manufacture. Since both FAA Type Certificates A21EA and A21EA-1 cross-reference each other via a record on the first page of both FAA Type Certificate Data Sheets, these aircraft will not require Supplemental aircraft identification data plates to comply with 14CFR §§ 21.182, 45.11, & 45.13.

FAA Airworthiness Directives (ADs) and any associated Alternate Means of Compliance (AMOCs) that refer to this FAA Type Certificate A21EA and apply to any of the approved Regional Jet Series aircraft models listed above, continue to remain applicable following this administrative change.

Existing FAA Supplemental Type Certificates (STCs), Part Manufacturing Approvals (PMAs), Airworthiness Directives (ADs) or Alternate Means of Compliance (AMOCs) that refer to this FAA Type Certificate A21EA and list any of the approved Regional Jet Series aircraft models listed above, are not required to be revised following this administrative change. When revising FAA STCs or PMAs for any other reason in the future, the STCs or PMAs may directly refer to both Type Certificates.

...END...